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Central Intelligence Agency

Washington, D.C. 20505

4374

30 January 1987

MEMORANDUM FOR: The Director of Central Intelligence

SUBJECT : COMBAT REGULATIONS OF THE SOVIET NAVY:
The Combat Activity of the Ship

1. The enclosed Intelligence Information Special Report is a translation of part of a 12-chapter book on Soviet Navy combat regulations, classified SECRET and published by the USSR Ministry of Defense in 1983. This fifth report in the series provides details about the command structure of the Soviet warship and the duties performed aboard it (and, where applicable, on a submarine) by the ship's commanding officer, the executive officer, the first lieutenant, and the various department heads prior to, during, and after battle. Also discussed are the ship's combat readiness levels, the methods used to defend and protect it against diverse conventional and nuclear weapons, and the procedures to follow to survive NBC warfare and restore the ship's combat capability.

2. Because the source of this report is extremely sensitive, this document should be handled on a strict need-to-know basis within recipient agencies.

[redacted]

Deputy Director for Operations

[redacted]

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Intelligence Information Special Report

COUNTRY USSR

DATE OF INFO. 1983

DATE 30 January 1987

SUBJECT

Combat Regulations of the Soviet Navy: Chapter 5, The Combat Activity of the Ship

SOURCE

Documentary

Summary:

The following report is a translation from Russian of Chapter 5 of the SECRET 1983 edition of the USSR Ministry of Defense's combat regulations for the Soviet Navy. This chapter provides details about the command structure of the Soviet warship and the duties performed aboard it (and, where applicable, on a submarine) by the ship's commanding officer, the executive officer, the first lieutenant, and the ship's department heads prior to, during, and after battle. Included is a description of the functions of the following 11 shipboard departments: the control, navigation, missile-gunnery, mine-torpedo, communications, engineering, aviation, radiotechnical, medical, chemical, and supply departments. Also described are the ship's two combat readiness levels and their variants, the methods used to defend and protect the ship against diverse naval conventional and nuclear weapons, and the procedures to follow to survive NBC warfare and restore the ship's combat capability after battle.

End of Summary

USSR MINISTRY OF DEFENSE

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COMBAT REGULATIONS OF THE NAVY

FOR

DIVISION, BRIGADE, REGIMENT, AND SHIP

Put Into Effect on 26 January 1983
as Per Order No. 039
of the USSR Minister of Defense

MOSCOW
MILITARY PUBLISHING HOUSE
1983

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* [redacted] Comment: Although Chapters 1-4 and 6-12 are not included in this document, their titles and subsection titles have been provided for information purposes.

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CHAPTER 5: THE COMBAT ACTIVITY OF THE SHIP

212. The Navy's inventory of ships includes combatants (submarines, surface ships, and small combatants with various combat missions), special-purpose ships (special-purpose submarines [podvodnyye lodki spetsial'nogo naznacheniya], control ships, training and reconnaissance ships, and special-support ships), and seagoing and harbor auxiliaries, the purpose of which is to support the combat and daily activity of naval forces.

213. Depending on the combat mission, technical condition, and the level of crew training, all the ships of the Navy are divided into constant readiness ships and reserve ships.

Constant readiness ships are defined as ships in good technical working order which have fuel reserves and stocks of primary equipment allowing no less than full endurance, which have the specified minimum reserve of weapons and materiel on board, and which are fully manned by a crew which has completed the prescribed ship-type combat training tasks.

Ships which are in the process of completing combat training tasks in order to be included in the constant readiness forces are considered first category reserve ships [korabli rezerva pervoy kategorii].

Constant readiness ships and first category reserve ships are counted as being in service [v stroyu].

214. A ship's readiness for combat actions is established by the senior officer in charge and is defined by the time, starting from the moment when orders are received, in which the ship must be ready to carry them out.

The commander of a ship is responsible for constantly maintaining the prescribed readiness of a ship to carry out the combat tasks inherent to it.

215. A ship carries out tasks inherent to a given type (subtype) of ship by conducting combat actions (or battle) in operations (combat actions) of formations [ob"yedineniya], in naval operations independently, in the composition of a large unit (group), or in cooperation with large units and units of other types of forces of the Navy and other branches of the Armed Forces.

216. The combat activity of a ship includes preparation for combat actions, sea transit, organization of the ship's defense and protection, performance of

the combat task, and restoration of combat capability.

The Preparation of the Ship for Combat Actions

217. The preparation of the ship for combat actions consists of replenishing all types of supplies to full norms, preparing and checking weapons, technical means, and the crew, and conducting other measures dictated by the conditions of carrying out the assigned combat task.

218. When preparing for combat actions **the commander of a ship** must size up the combat task assigned to the ship and its place in the overall task to be performed by the large unit (group); calculate the time needed to prepare for the assigned task and brief his closest assistants with regard to it; evaluate the enemy, the condition and combat capabilities of his own ship, the combat action area, and also other factors affecting the performance of the combat task; make the decision; assign tasks to the departments [boyevyye chasti i sluzhby*] and organize the preparation of the ship and its officers in accordance with the possible variants of the impending combat actions.

The decision of a ship's commander is approved by the commander of the large unit and is entered in the combat action log.

219. **The executive officer [starshiy pomoshchnik komandira] (first lieutenant [pomoshchnik komandira]) of a ship** organizes the work of the departments to prepare the ship for combat actions, to conduct the necessary crew training measures directed toward the execution of the assigned combat task, to collect data on the enemy, and to prepare the reconnaissance chart. He reports on the results of the analysis of the situation to the commander of the ship. He also personally checks the readiness of the ship's main command post, the central command post, and the technical means supporting the control of the ship.

220. Based on the task assigned by the commander of the ship and the instructions of the political department [otdel] of the large unit, **the ship's political officer** conducts political work directing the activity of party and Komsomol organizations toward the most rapid and high-quality implementation of all measures to prepare the ship for combat actions, taking into consideration the specific conditions under which the assigned combat task is performed. He reports to the ship's commander on the crew's political morale and on measures carried out to prepare the ship's crew for combat actions.

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* Translator's note: The Russian terms boyevaya chast' (literally "combat unit") and sluzhba ("service") will both be translated as "department" when used in a shipboard organizational context, e.g., boyevaya chast' upravleniya = "control department," meditsinskaya sluzhba = "medical department," etc.

221. **The ship's deputy commander for aviation** organizes the preparation of shipboard aviation for combat actions and personally checks and reports to the commander of the ship on the readiness of the ship to employ aviation and on the readiness of the aircraft and helicopter crews for combat actions. He coordinates with other ships having single units or groups of aviation based aboard them and also with units and subunits of the Air Forces and the Air Defense (PVO) Forces which are jointly carrying out the assigned combat task.

On ships where the authorized complement does not provide for the post of ship's deputy commander for aviation, his duties are carried out by the commander of the aviation group (regiment).

222. **The commander of the shipboard aviation group (regiment)** directs the preparation of the aircraft and helicopter crews for combat actions, personally checks their readiness, and is also responsible for the safety of flights off the ship by aircraft and helicopters.

223. **The first lieutenant of the ship** checks on the presence of the crew, the availability and readiness of damage control means on the upper deck and of individual and collective lifesaving equipment, organizes cargo loading operations, and ensures their safety. He personally checks the readiness of the alternate command post (ZKP) to control the ship, its weapons, and its technical means.

224. When preparing a ship for combat actions **the department heads** must perform the following duties:

-- **The head of the control department** must organize the collection, processing, and analysis of data on the situation in the operating area and report to the commander of the ship on the estimate made and conclusions drawn on the basis of it; prepare proposals on the use of radioelectronic means and on radioelectronic warfare; coordinate the work of the department heads on matters of radioelectronic protection, electromagnetic compatibility, and countermeasures against the enemy's technical means of reconnaissance; supervise checks of the readiness of surveillance, reconnaissance, communications, and radioelectronic warfare means and of systems for automated control and target designation. Under the supervision of the ship's executive officer and together with the heads of the navigation, missile (missile-gunnery, gunnery), and mine-torpedo departments, he prepares proposals for the ship's commander on the transit to the combat action area, on tactical and combat maneuvering,

the employment of weapons and shipboard aviation in battle. On ships where no control department is provided, its functions are divided between the navigation department, the radiotechnical department, and the communications department.

-- **The head of the navigation department** must make the preliminary plot; determine the variants for employing technical means to process navigational data for the employment of weapons; produce, together with the heads of the control, missile (missile-gunnery, gunnery), and mine-torpedo departments, preliminary calculations on tactical and combat maneuvering; analyze and evaluate the international-law and hydrometeorological (meteorological, aerological) situations and their effect on the employment of weapons, on the actions by shipboard aviation, and on shiphandling; prepare proposals for the ship commander's decision with regard to navigation-hydrographic and hydrometeorological (meteorological) support.

-- **The head of the missile (missile-gunnery, gunnery) department**, together with the head of the control department (the head of the radiotechnical department) and the head of the navigation department, must make the necessary calculations with regard to the employment of missile and gun weapons and to combat maneuvering; he must organize the loading of missiles and gun munitions and the preliminary preparation of weapons and munitions, carrying out measures with regard to radioelectronic protection and countermeasures against the enemy's technical means of reconnaissance; and he must personally supervise these measures.

-- **The head of the mine-torpedo department**, together with the head of the control department (the head of the radiotechnical department) and the head of the navigation department, must make the required calculations for the employment of ASW missiles, torpedos, mines, mine countermeasures weapons, and counter-swimmer [protivopodvodno-diversionnoye] weapons; he must organize the loading of ASW missiles, torpedos, depth charges, mines, and counter-swimmer munitions and sweeps and, on submarines, organize the loading of self-propelled means of hydroacoustic suppression [samokhodnyye sredstva gidroakusticheskogo podavleniya] and their final preparation, carrying out measures with regard to radioelectronic protection and countermeasures against the enemy's technical means of reconnaissance; and he must personally supervise these measures.

-- **The head of the communications department** must maintain account of the use of and allocate communications means and prepare measures to protect communications from enemy jamming and unintentional interference and to counteract the enemy's technical means of reconnaissance.

-- **The head of the engineering department** must maintain account of the use of propulsion plants, emergency lifesaving means, and degaussing gear and the consumption of fuel, lubricants, water, and other supplies; supervise the loading of supplies and the preparation of technical means; and, after loading

all types of supplies, calculate the ship's load and, on a submarine, calculate the change of buoyancy in relation to the density of the water along the transit route and in the combat action area and calculate the submarine's ballast trim.

-- **The head of the aviation department** must check the readiness of the technical maintenance unit [tekhniko-ekspluatatsionnaya chast'], the aviation weapons groups, and the fuel, lubricants, and gases and the maintenance of hangars and decks for battle; supervise the delivery of weapons, fuel, lubricants, and gases to the flight vehicles; monitor the issuing of lifesaving gear to crews; organize routine maintenance and repair work on flight vehicles; and supervise the activities of subordinate personnel with regard to materiel and technical support for the aviation complex.

-- **The head of the radiotechnical department** must prepare a chart of the situation with data on his own forces and on those of the enemy and with forecasting data on the hydrological conditions and radar visibility; prepare calculations and proposals on the technical capabilities of his own radioelectronic means, taking into account the effect of the enemy's means of radioelectronic warfare on them; organize the conduct of measures with regard to radioelectronic protection and counteractions against the enemy's technical means of reconnaissance; check the readiness of radioelectronic means; and, together with the head of the navigation department, calculate a submarine's optimal submergence depths and the most effective use of hydroacoustic means.

-- **The head of the chemical department** (the executive officer, the first lieutenant) must maintain accounts and prepare proposals for the commander of the ship with regard to chemical support.

-- **The ship's supply officer** (the first lieutenant) must ensure that the ship is provided with stocks of foodstuffs, uniforms, and other materiel required for the performance of the combat task.

-- **The head of the medical department** must ensure that preventive measures are taken to reduce the effectiveness of [enemy] use of weapons of mass destruction; prepare spaces and means for providing medical aid; and prepare proposals with regard to protection against bacteriological (biological) weapons.

225. The preparation of a ship for combat actions is completed when measures are implemented upon the signal "Ready the Ship for Battle and To Get Underway," whereupon the ship's crew carries out the actions specified in the [watch, quarter, and station] bill.

In emergency situations the readying of a ship for combat actions is carried out upon the signal "General Quarters. Emergency. Ready the Ship for Battle and To Get Underway." In this case, the ship's weapons and technical means are

readied within the limits of the technical norms specified in the emergency readiness bill.

226. When a ship is being prepared for battle and to get underway, command posts and battle stations are brought to combat readiness, the communications between them are checked, weapons and technical means are readied for use, the ship is readied for protection against weapons of mass destruction and for deployment in stormy weather and low visibility conditions, and duty lifesaving equipment is put on alert.

227. Heads of departments report to the ship's executive officer (first lieutenant) on the readiness of their subunits for battle and for getting underway, and the executive officer (first lieutenant) reports [this] to the commander of the ship.

228. Information on the status of the ship and its weapons, on the preparation of the crew, and especially on the combat task assigned to the ship and its route to the combat action area, is a military secret. All activities connected with the preparation of the ship for the execution of the combat task must be conducted with maximum covertness.

When assigning tasks to subordinate officers, the commander of a ship gives them information connected with the performance of the impending task only to the extent that it is needed for them to fully carry out measures to prepare their own departments for combat actions. He must direct the officers' attention to the necessity of maintaining secrecy and must specify the extent of information that can be disseminated to the rest of the crew.

The Ship's Levels of Combat Readiness

229. Each ship at sea must be ready for battle and to repel a surprise enemy attack, for which an appropriate type of combat readiness is established on each ship.

The type of combat readiness of a ship operating independently is set by the commander of the ship. When a ship is operating within a large unit, the type of combat readiness is set by the commander of the large unit, based on the requirements of the situation, the tasks, and the time needed to bring the ship to immediate-readiness-for-battle status.

230. **There are two types of combat readiness:** Combat Readiness No. 1 and Combat Readiness No. 2. (For submarines, they are Combat Readiness When Submerged and Combat Readiness When Surfaced.)

Combat Readiness No. 1 (General Quarters) -- all weapons and technical means are ready for immediate action and the entire ship's crew are at their stations in accordance with the general quarters bill. Readiness to open fire is determined by the time needed to prepare the first salvo. Individual protective gear is located at command posts and battle stations, ready for immediate use.

Combat Readiness No. 2 -- all the ship's weapons and technical means are ready for battle. Readiness to open fire is determined by the prescribed time required to go to Combat Readiness No. 1 and the time needed to prepare the first salvo. Individual protective gear at command posts and battle stations is ready for immediate use. A two- or three-section watch is maintained at the command posts and battle stations to ensure the control of the ship, its assigned speed, damage control, supply of electricity, and also communications, observation, and radioelectronic warfare (REB). On submarines a two- or three-section watch is maintained at command posts and battle stations.

231. Combat Readiness No. 1 is established to conduct battle or when operating under conditions which require the presence of the entire crew at battle stations and command posts and the immediate readiness of all weapons and technical means for action.

Combat Readiness No. 2 is established in all situations where Combat Readiness No. 1 has not been declared, and also when anchored at open roadsteads and, in certain cases, even at a base.

232. When Combat Readiness No. 2 is declared, the following variants of readiness may be specified, depending on the specific situation:

Variant No. 1 -- at least 50 percent of all the ship's combat means are at Combat Readiness No. 1;

Variant No. 2 -- at least 25 percent of all the ship's combat means are at Combat Readiness No. 1;

Variant No. 3 -- individual, specially designated combat means are at Combat Readiness No. 1.

Variants No. 2 and No. 3 of Combat Readiness No. 2 are declared by a special order from the large-unit commander or, when operating independently, by the commander of the ship.

233. The bill for Combat Readiness No. 2 specifies the distribution of weapons and radioelectronic warfare means among combat [watch] sections and the procedures for standing watch at battle stations, ensuring that weapons are employed within prescribed time periods. The bill must provide for reduced duty and watch services in order to ensure the ship's daily needs.

234. When surface ships are anchored at roadsteads (at base), in those cases when Combat Readiness No. 2 is not established, duty air defense ships are designated in accordance with the instructions of the large-unit (ship) commander to repel surprise enemy attacks. The ships' air defense means are included in the overall system of air defense for the flotilla, naval base, or dispersal basing points. The duty means for surface, underwater, and radiation detection are also designated.

The overall air defense system has designated duty surface-to-air missile complexes and antiaircraft guns with fire-control radars and fire-control director systems; some of the small-caliber antiaircraft guns are designated as self-protection for the duty ships.

Duty antiaircraft means must be in a ready-for-battle status, and a watch is set up at the battle stations of these means to ensure that they can be brought to Combat Readiness No. 1 within prescribed time periods.

235. When setting combat readiness, the commander of the ship must always bear in mind that an increase in the level of combat readiness that does not correspond to the actual requirements of the situation leads to crew fatigue and attention-span loss and to a reduction in combat capability and vigilance. However, crew fatigue must not constrain the commander of the ship from raising the level of combat readiness even when he has only a few indications that a surprise encounter with the enemy is possible.

The Ship in Sea Transit

236. A ship putting to sea from base must be in Combat Readiness No. 1.

When a ship exits a roadstead, Combat Readiness No. 1 is established before weighing anchor.

When a ship casts off its lines, Combat Readiness No. 1 is established, depending on the situation, upon exiting the harbor or upon clearing the boom defense.

237. A ship's exit from a basing point must be done in a covert manner, quietly, in complete radio silence, and with limited use of radioelectronic means.

Submarines exit from a base (or roadstead), as a rule, submerged or, if that is impossible, on the surface, singly, or in the company of an escort, if possible at night or under conditions of low visibility.

Areas of the high seas which are dangerous from the standpoint of attacks by submarines should be transited by varying the [ship's] course headings; submarines should transit submerged at a tactically favorable depth which has been selected taking the hydrological conditions into consideration.

Calculations on the transit of a submarine to and from its combat action area are made taking into consideration the penetration of enemy ASW barriers, probable enemy counteraction, the maintenance of concealment, the weather conditions, the time required for final reconnaissance of the ASW barrier, and maneuvers to evade enemy ASW forces.

238. When a ship is operating independently, its course and speed (and, on a submarine, the submergence depth) are designated by the ship's commander. **No one, without the authorization of the commander, has the right to change the course or speed of a ship (and also, on a submarine, the submergence depth), except in cases where the need to change them is dictated by the situation and cannot be delayed.** This right is delegated to the person replacing the ship's commander at the main command post and to the watch officer. The reason for changing course, speed, and submergence depth is immediately reported to the commander of the ship.

239. During a deployment at sea, the commander of the ship must be where he can best evaluate the situation and control the ship -- at the main command post, which can be located at the central command post, on the flying bridge, or in the deckhouse.

If the situation does not require the presence of the ship's commander at the main command post, his place is taken by the executive officer (first lieutenant) who controls the ship's maneuvers and is responsible for its safe navigation and also for the proper employment of the ship's weapons. The commander of the ship must give the appropriate instructions to the person taking his place in case of an unexpected encounter with the enemy, a reduction in visibility, or other complications of the situation.

The commander of the ship is not permitted to absent himself from the main command post in a difficult situation.

When the ship is being controlled from the flying bridge, a station [for display] of the immediate [blizhnyaya] sea situation must be set up on or near the bridge to provide the commander of the ship and the watch officer with data on the situation and to make maneuvering calculations on plotting boards (charts).

When a ship is at sea, its radioelectronic means are employed in strict accordance with the established procedures for their use.

The commander of a ship must constantly concern himself with the maintenance of strict discipline in the use of radioelectronic means.

Radioelectronic means may be turned on to emit only with the permission of the commander of the ship.

In order to maintain concealment during sea transit, the commander of the ship employs long-range radio communications means for transmission only in exceptional or previously arranged cases.

A ship at sea is **categorically prohibited** from using radio communications to discuss matters that can be decided before leaving base.

240. When [a ship is] operating at sea, reliable technical and visual observation, reconnaissance, identification, and warning are organized in order to detect the enemy in a timely manner, carry out an attack against him, or repel or evade an enemy attack. Weapons and radioelectronic warfare (REB) means must be in a state of readiness to ensure preemption of the enemy in the employment of weapons and radioelectronic warfare means.

In order to organize reliable observation and reconnaissance while simultaneously ensuring the concealment of his own actions, the commander of the ship must find a reasonable level of employment of radioelectronic means and carry out observation in the least telltale emission regime, while making maximum use of the capabilities of SIGINT [OSNAZ] means.

241. The most rapid identification of ships and aircraft and the warning of our own forces upon detection of the enemy are important conditions for preempting the enemy, for delivering strikes, and for preserving the safety of our own forces against a surprise enemy attack.

When approaching our own forces, ships and aircraft (helicopters) must show their nationality by transmitting prescribed identification signals [IFF] in a timely manner. In all cases, an aircraft (group of aircraft) assigned to rendezvous with other forces approaches the rendezvous area at a previously specified altitude and direction known by the other forces. The aircraft transmits identification signals first.

When a ship is operating independently, its IFF equipment must always be turned on.

In wartime, any ship or aircraft detected at sea must be viewed as hostile if there has been no advance warning about it and if there is no full assurance that the ship (aircraft) is one of ours. Upon detection of an unidentified

aircraft (helicopter) or ship, a submarine must evade it as if it were the enemy and observe every concealment measure.

242. The collection of information on the situation in the theater is the responsibility of all the personnel of the Navy's ships in all areas of their combat activity. The ship's commander must organize continuous reconnaissance and take all measures to ensure that data obtained are reported to the command according to prescribed procedures.

The Organization of the Defense and Protection of the Ship

243. During sea transit and in battle, a ship must always be ready to defend and protect itself from a surprise enemy attack.

When organizing defense and protection, the commander of a ship must provide for all measures to detect the enemy in a timely manner and repel his attack, deliver strikes against the enemy, ensure stable control of weapons under conditions of radioelectronic warfare and unintentional interference, and also maintain the survivability and restore the combat capability of the ship.

The executive officer (first lieutenant) directly organizes all types of defense and protection for the ship.

244. **The air defense of a ship** is organized to repel strikes against the ship by aircraft, cruise missiles, and other enemy means of air attack in order to maintain its combat stability (combat capability).

The air defense of a ship must provide for the following: the organization of reconnaissance on the air enemy using technical means and visual observation; warning procedures on the air enemy and information on the situation in the air; procedures for employing weapons, radioelectronic warfare means, and air cover; and also procedures for the ship to evade aircraft, cruise missiles, and other means of air attack.

245. On ships, air observation must be continuous and cover 360 degrees and all altitudes. Particular care must be given to observing air targets flying at low or extremely low altitudes.

When air observation is organized using technical means, the operation of radars for detecting air and surface targets and the operation of radiotechnical reconnaissance means must be allocated with respect to time in accordance with the conditions in the operating area (roadstead area) and their technical capabilities to conduct continuous observation.

When [a ship is] operating within a large unit, air observation using technical means is carried out in accordance with a schedule prepared by the commander of the large unit.

In all cases, visual air observation is established on ships. It must cover 360 degrees and the entire airspace overhead. In this regard, a precise system is established for reporting the detection of air targets and for issuing target designations to antiaircraft weapon control posts. When several observers are used to conduct air observation, they are assigned overlapping observation sectors.

Radar picket ships and early-warning aircraft (helicopters) are used in order to increase the radar field of air observation.

246. When [a ship is] operating independently, surface-to-air missile weaponry, antiaircraft guns, and radioelectronic warfare means are employed according to the decision of the commander of the ship.

When [ships are] operating within a large unit, ship antiaircraft weapons and radioelectronic warfare means are centrally employed under control of the flagship, but when used for self defense, each ship employs them independently.

When targets are detected unexpectedly, antiaircraft weapons and radioelectronic warfare means are used according to the decision of the ship's commander. In the self-defense zone, they are used in each sector of responsibility by the commander of the divizion,* battery, launcher, or portable surface-to-air missile system.

Observation is intensified and the readiness of antiaircraft means and radioelectronic warfare means is increased in the sectors in which the ship has been designated responsible for firing.

The air targets which present the greatest danger to a ship are enemy missiles and aircraft flying toward the ship at extremely low altitudes. They are fired upon first, using surface-to-air guided missiles, antiaircraft guns, and radioelectronic warfare means.

247. A maneuver by a ship to evade air enemy attacks and weapons must be combined with assurance of favorable conditions for use of its own weapons.

A submarine evades [the air enemy] by a crash dive with withdrawal at depth and a simultaneous change in its initial course and speed.

248. **The antisubmarine defense of a ship** is organized to ensure that the ship is safe from strikes by enemy submarines. It must provide for: measures to reduce the probability of an encounter with enemy submarines; measures to

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* Translator's note: Here a "divizion" is a sub-element of a ship department. The plural form is "diviziony."

camouflage the ship; measures to detect in a timely manner and destroy submarines and the weapons employed by them; and measures to jam their observation and control means and the homing systems of torpedos. The antisubmarine defense of a ship must ensure the high readiness of the ship's submarine detection means, antisubmarine weapons, and its torpedo countermeasures protection means [sredstva protivotorpednoy zashchity].

249. Each ship at sea must conduct continuous observation using all of its means to detect enemy submarines.

When an enemy submarine is detected, the ship must immediately attack it and alert the other ships of the large unit (group) or, when deployed independently, alert the fleet.

250. In joint actions by surface ships and submarines, the employment of weapons against an enemy submarine detected within the mobile security zone of our own submarine is prohibited.

A submarine operating jointly with surface ships in a single combat formation or in tactical cooperation attacks an enemy submarine upon detecting it and reports to the commander of the large unit (group).

251. When several submarines are operating in one area, the procedure for employing weapons against enemy submarines is determined by the senior officer in charge prior to putting to sea.

252. **The mine countermeasures defense of a ship** is organized to ensure that a deployed or anchored ship is safe from destruction by mines. It must provide for measures to keep the levels of the ship's physical fields within prescribed norms and also for the organization of hydroacoustic, radar, and visual observation of mines and nets and the procedures for evading them.

253. The commander of a ship in sea transit must select those navigation areas and courses where an encounter with mines is least probable.

In areas where an encounter with acoustic or pressure mines is probable, it is imperative to select a speed, and for submarines, a submergence depth, which ensures the greatest safety of navigation.

254. Both visual and technical observation for mines must be organized on a ship at all times when it is deployed or anchored and in all weather and visibility conditions.

Unless special instructions have been given, each floating mine detected must be destroyed. Submarines are not to destroy floating mines.

When floating mines are detected in the enemy's nearshore waters, their location is entered on the situation map, the mines are not destroyed, and reporting is done in accordance with instructions.

Small-caliber guns or explosive charges are employed to destroy floating mines.

When mines are detected it is imperative to report them to neighboring ships or, when [a ship is] operating independently, to send a warning to the fleet. In those cases where radio transmissions on the situation are forbidden or are impossible, a warning is sent at the first opportunity.

Evasion of detected mines is carried out independently by each ship.

255. A ship's degaussing and other gear which ensure that it is safe from various types of mines must be turned on when the ship is deployed. When a ship is anchored they must be turned on when a mine threat exists.

Monitoring of the switching of the degaussing coils is the responsibility of the head of the navigation department.

256. Submarines negotiate mine-net barriers independently or with the support of other forces.

Depending on the geographic conditions, the depth at the location, and the probable or reconnoitered nature of the barrier, submarines may negotiate mine-net barriers using lanes that have been found or cleared in the barriers, they may pass under the minefield, or may go around it.

257. **The anti-small-combatant defense of a ship** is organized to repel attacks by torpedo boats and guided-missile patrol boats and must provide for the timely detection of enemy small combatants and high readiness of weapons and radioelectronic warfare means to repel them.

Attacks by guided-missile patrol boats armed with cruise missiles are especially dangerous to a ship. Therefore vigilant observation for small, high-speed targets to the limits of radar visibility range must be organized.

258. Any small combatant or group of small combatants detected at ranges beyond possible range of torpedo fire must be considered missile-weapon platforms.

Attacks by enemy small combatants are repelled in sectors, using all of the ship's weapons and radioelectronic warfare means.

When [ships are] operating within a large unit, sectors for firing and for the use of radioelectronic warfare means to repel attacks by enemy small

combatants are assigned to ships by the commander of the large unit. Attacks by small combatants are repelled or evaded upon a signal from the commander of the large unit, and evasion of weapons fired from these small combatants is carried out independently by the ship commanders.

When no target designation is given by the large-unit commander and when there are conditions of low visibility, the commander of a ship independently repels attacks by small combatants when they are a direct threat to the ship.

259. **A counter-swimmer [ship] defense** is organized to foil enemy reconnaissance-sabotage actions while a ship is anchored in a roadstead or base and must provide for the organization of search, warning, and the destruction of combat swimmer forces and means and their platforms and for the elimination of the aftereffects of an attack.

Observing the water surface near the ship, periodically examining the underwater portion of the ship's hull and the sea bottom, turning over the [ship's] screws, setting off preventive underwater explosions, patrolling with frogmen, changing anchorages, and other measures must be carried out in accordance with the instructions (directions) developed for large units.

260. **The protection of a ship against weapons of mass destruction** is organized in order to reduce as much as possible the effects of nuclear, chemical, and bacteriological (biological) weapons on a ship. It must provide for the following: detection of the enemy's employment of weapons of mass destruction in a timely manner; use of individual protective gear and the protective characteristics of a ship; implementation of anti-epidemic, sanitary-hygienic, and special preventive measures; identification of the aftereffects of enemy employment of weapons of mass destruction; assurance of the safety of the personnel on a ship which is operating in zones of contamination; and elimination of the aftereffects of enemy employment of weapons of mass destruction.

In order to make timely, sound decisions on protection against weapons of mass destruction, data on the situation in a ship's operating area coming from all types of surveillance, warning, and information systems must be continually analyzed at the ship's main command post, taking into account the results of forecasting.

261. The timely detection of enemy employment of weapons of mass destruction is achieved by getting a fix on the location of nuclear bursts and by conducting radiation, chemical, and bacteriological (biological) observation.

Radiation observation is conducted continuously under Combat Readiness No. 1, and periodically under Combat Readiness No. 2.

Chemical observation using technical means is conducted when there is a threat of contamination of the ship by toxic agents.

The detection of radioactivity, toxic agents, and bacterial (biological) means is reported immediately to the ship's main command post, and the results of inspections of contaminated sectors are reported to the command posts of the chemical and medical departments.

The crew is warned of a direct threat or detection of radioactive contamination by the "Radiation Danger" signal and of chemical or bacteriological (biological) contamination by the "Chemical Alert" signal.

When the "Radiation Danger" and "Chemical Alert" signals are given, the ship is completely sealed, the ventilation systems are turned off (except for those operating in a closed cycle and also those supplying air to engine and boiler rooms in operation), air filtration and ventilation systems and simple air purification filters are put into operation, and, upon the commander's order, contamination prevention systems are put into operation. The procedure for using individual protective gear is set, depending on the type of contamination, the conditions, and the nature of the actions of the crew.

262. In order to use individual protective gear and the protective characteristics of the ship in a timely manner, the "General Quarters" signal is given upon receipt of a warning on the direct threat of enemy employment of weapons of mass destruction.

A ship which has sustained radiation, toxic-agent, or bacterial (biological) contamination continues to perform its assigned task unless otherwise ordered by the commander of the large unit.

No battle station or command post contaminated by one of the indicated agents may be abandoned by the crew without permission from the head of the department (compartment) or from the main command post.

263. The aftereffects of the enemy's employment of weapons of mass destruction are identified by examining the ship's hull, its spaces, weapons, and technical means and by conducting radiological and chemical reconnaissance. When indications that the enemy has employed bacteriological (biological) weapons are detected, bacteriological (biological) reconnaissance is conducted. Samples taken in places suspected of bacteriological (biological) contamination are sent to special medical service institutions for confirmation.

264. When a ship is operating in contaminated zones, crew safety is achieved by keeping the ship away from radioactive contamination or withdrawing it from zones of dangerous or extremely dangerous contamination; using contamination prevention systems, the protective characteristics of the ship's

hull, and individual protective gear skillfully and in a timely manner; reducing the time spent by the crew at battle stations with high radiation levels; sheltering at collective protection posts personnel who are not occupied at battle stations; and also by using antiradiation compounds, antidotes, antibiotics, and emergency preventive means.

265. Eliminating the aftereffects of enemy employment of weapons of mass destruction includes the following: performing damage control; carrying out medical, evacuation, and anti-epidemic measures; conducting dosimeter and chemical monitoring; withdrawing the ship from zones of dangerous contamination in a timely manner if it does not interfere with the execution of the combat task; carrying out measures to restore the morale and psychological state of the crew; conducting emergency preventive and quarantine measures when the ship is contaminated by bacterial (biological) agents; and performing special decontamination treatment [spetsial'naya obrabotka].

The aftereffects of enemy employment of weapons of mass destruction are eliminated, as a rule, by using a ship's own forces and means and without interrupting the execution of the combat task.

The Ship in Battle

266. The commander of a ship acts in battle in accordance with the assigned task and the decision which has been made. When a change in the situation occurs, he must revise the previously made decision in a timely manner and employ ship weapons and technical means with maximum effectiveness to carry out the assigned task.

The victor in battle is the one who detects and identifies the enemy first, reacts to changes in the situation more rapidly, and displays greater persistence and military cunning; who is capable of bold, daring decisions; who constantly anticipates the enemy in maneuvering, delivering a strike, and opening fire; and who skillfully conducts radioelectronic warfare.

All this is accomplished only under the following conditions: in-depth knowledge by the commander of the ship and its officers about the opposing enemy and the tactical characteristics of their own ship, its weapons, and its radioelectronic warfare means; and constant and purposeful training of the crew to carry out the impending combat tasks.

When [a ship is] operating within a large unit (group), the commander of the ship must maintain his assigned position or place in the order [order] and in the cruising or combat formation and carry out maneuvers or actions upon a signal from the commander of the large unit (group) or in accordance with his concept, showing initiative and decisiveness in achieving the objective of the

battle. Maintaining uninterrupted cooperation with the other ships of the large unit (group) is one of the most important duties of the commander of a ship in battle.

267. In battle, the commander of a ship, upon the declaration of general quarters, is stationed at the main command post. The executive officer is stationed at the central command post and acts as the commander of the central command post (TsKP). The political officer is stationed at the main command post or, with the commander's permission, wherever the situation requires his presence.

On a submarine the executive officer is stationed at the main command post or at the authorized [shtatnyy] alternate command post (ZKP). On a surface ship he is stationed at the ship's alternate command post.

In order to ensure the external security of a surface ship in battle, when the commander is stationed at the central command post, an officer specially designated by the commander must be stationed on the flying bridge.

Heads (chiefs) of subunits supervise the activities of their subordinates from the command posts of their departments (diviziony or groups).

268. Other than data on the external situation, only those reports that concern the combat capability of the ship should be sent to the ship's main command post.

When communications are unreliable, an order, report, or information must be transmitted simultaneously by separate means, with the addition of the word "duplicate."

The procedures for transferring the control of a ship from a damaged (or destroyed) main control post and notifying [others] about it must be developed in detail for each class of ship, reflected in the shipboard battle bill, and worked out precisely.

269. A ship must constantly be ready to repel enemy strikes. The crew must maintain its combat capability by carrying out damage control measures energetically and in a timely manner. When significant damage has been sustained which does not permit the continued performance of the assigned task, the crew must take all measures to keep the ship afloat and to return it to base (or the nearest port).

270. During a battle or an accident, no one on a ship has the right to leave his station, as specified by the [battle] bill, without having received permission or an order to do so from his immediate or direct superior.

Maintaining the strictest military discipline among the crew, especially if the ship is in a difficult situation, is one of the most important tasks of the commander of the ship.

If all damage control means have been exhausted and the loss of the ship is inevitable, it should be scuttled, taking all measures to save the crew, valuable property, and documents. When scuttling is impossible or when it is feared that the ship might be raised and used by the enemy after being scuttled, it is imperative to render it completely unusable.

271. **The commander of the ship** is obliged to do the following in battle: determine the target (objective) of the strike, the weapons to be employed, the time and method of attack, and the type of maneuvering; select the firing position and the most effective method for hitting the enemy and using the ship's radioelectronic warfare means and technical means; allocate targets and issue target designation; cooperate with the ships of the large unit (group) and with other forces; carry out radioelectronic warfare, cover and deception, and concealment measures which hinder the enemy in employing weapons; skillfully control the ship, maintain the combat capability and survivability of the ship, and supervise his subordinates and monitor their activities; conduct continuous observation of the situation; when new data on the enemy is received or when the situation changes, evaluate them and revise the previously made decision, report this to the commander of the large unit (group), and warn other ships if the situation permits; carry out measures to protect the crew and the ship against weapons of mass destruction; and inform the heads of departments in a timely manner about the data on the situation and inform all hands of the ship on the portions that affect them.

272. The commander of a ship deployed within a large unit (group) is obliged to do the following in battle: know the concept of the commander of the large unit (group) and understand the maneuver by the large unit (group); maintain his assigned position or place in the order [order] (formation [stroy]) and carry out maneuvers upon signals from the commander of the large unit (group) or in accordance with his concept; act decisively and with initiative; and continue the battle so long as the ship is in condition to be controlled, or, if the ship is put out of action as a result of damage sustained, take all measures to ensure that its withdrawal from action will not disrupt the combat formation.

In the event that the commander of the large unit and the chief of staff located aboard ship are put out of action, the commander of the ship exercises control over the large unit under the flag of the large-unit commander until the person designated by combat order takes command. Therefore he must always be informed of the intentions of the large-unit commander.

273. The commander of a ship may not deviate from the execution of the combat task except in the event where the developing situation has changed so much that the assigned task loses its significance. In this case, if there is no time to communicate or there are no communications with the commander of the large unit (senior officer in charge), the commander of the ship, based on the overall objective of the large unit's actions and his evaluation of the situation and also in conformity with the actions of other ships, is obliged to make an independent decision that will lead to the accomplishment of the overall objective. He must make this decision on his own initiative and take full responsibility for it.

274. Upon return to base, the commander of a ship is obliged to report to his immediate superior the results of the execution of the combat task (battle), the damage sustained, the information acquired on the enemy, and the casualties. The combat maneuver plot (chart) and the combat action log should be attached to the report.

In addition, the commander is obliged to do the following: take all measures to restore the combat capability of the ship in the shortest time possible; replace personnel up to authorized strength and replenish all types of supplies to full norms; critique the performance of the combat task (battle) with his assistants and department heads, and make note of shortcomings in tactical methods, in the combat employment of weapons, and in the use of technical means and also mistakes in the actions of the crew; and report the results of the performance of the combat task (battle) to the entire ships's crew, assign subsequent tasks to them, and also nominate for awards those who distinguished themselves.

275. The commander of a ship directs the combat activity of the departments of the ship through their command posts. However, in order to reduce the number of intermediate authorities, the transmission of orders to some battle stations and the receipt of reports from them may be done directly, bypassing the department heads (for example rudder orders, situation reports, orders on changes in the ship speed, and others).

In this case the heads of departments are still responsible for supervising the combat activity of these [battle] stations and they monitor the correct performance of orders received from the ship's main command post.

276. **The executive officer of the ship is obliged to do the** following: know in detail the task assigned to the ship and the decision made by the commander; supervise the collection and analysis of data on the situation and report his observations to the commander of the ship in a timely manner so he can make his decision or revise it in the course of battle; supervise all types of defense and protection for the ship against weapons of mass destruction; and organize radioelectronic warfare and vigilant observation of the enemy actions and those

of our own forces. He informs the first lieutenant of the ship about the commander's decisions and intentions.

277. In battle, **the ship's political officer** mobilizes the crew of the ship to execute the assigned combat task; takes all measures to maintain high morale; and decisively suppresses manifestations of cowardice, panic, or hesitancy in the ability to do one's duty. He is obliged to inform the ship's crew about the progress of combat actions, about those who have distinguished themselves in battle, and about their exploits and reports in a timely manner to the commander of the ship on the political morale of the crew.

278. Based on the decision made by the commander of the ship, **the ship's deputy commander for aviation** supervises the combat activities of shipboard aviation; organizes the collection and analysis of data on the air situation; and reports to the commander of the ship on his proposals to update the decision on the employment of shipboard aviation in the course of combat actions.

279. Based on the decision made by the commander of the ship, **the commander of the shipboard aviation group (regiment)** assigns tasks to crews of shipboard aviation and controls them in battle; establishes procedures for takeoffs, actions in flight, and landings; and reports to the ship's deputy commander for aviation on his proposals for the most effective employment of aircraft (helicopters), based on the specific conditions of the battle.

280. **The first lieutenant of the ship** must have a clear understanding of the battle situation, the development of the battle, and the condition of the ship and be well informed of the decisions and intentions of the commander of the ship. He is obliged to maintain the alternate command post in constant readiness to control the ship, its weapons, and its technical means and supervise the activity of the men stationed at the alternate command post (ZKP). If the main command post is put out of action, he is obliged to control the ship, its weapons, and its technical means until the commander of the ship or his replacement arrives at the alternate command post.

281. **The heads of departments** are obliged to do the following: constantly maintain the prescribed readiness of weapons and technical means; ensure that they are employed as effectively as possible in relation to the situation and the tasks assigned by the commander of the ship; report on the situation and the changes in it to the main command post; and ensure the explosion proofness and fire safety at their command posts and battle stations.

In certain cases dictated by the situation, the commander of a ship has the right to give orders to exceed the prescribed limits of technical norms. In doing so, he must consider the possible consequences. Those who receive such orders must perform them immediately, taking all measures to ensure, as much as

possible, that overloaded equipment operates properly regardless of the fact that its norms are being exceeded.

282. **The control department** is to provide the ship's commander with calculations and data to carry out maneuvers and to employ weapons, shipboard aviation, and radioelectronic warfare means.

The control department organizes visual and technical observation of the situation; carries out reconnaissance, collects, processes, displays, and analyzes data on the situation, and sends them to the ship's command posts and battle stations; maintains combat plots, makes calculations, and prepares proposals with regard to maneuvers and the employment of weapons, shipboard aviation, and radioelectronic warfare; conducts automated target allocation and provides the commander of the ship with recommendations on target designations for combat means and weapons; carries out radio, space, visual, and hydroacoustic communications; and also ensures the use of the ship's radioelectronic means, taking into account their electromagnetic compatibility.

283. **The navigation department** is to carry out navigation tasks with regard to shiphandling, processing navigation data, and measuring hydrometeorological (aerological) data needed to conduct combat actions.

On ships with no control department or BIP [combat information post] (or BIUS [combat information management system]),* the navigation department makes combat plots as well as navigation plots, based on data received from other departments.

The head of the navigation department is responsible for the accuracy with which the ship follows its designated route, its safety against running aground, and the accuracy of processing navigation data for the employment of weapons.

284. **The missile (missile-gunnery, gunnery) department** is to employ missile and gun weapons against enemy naval, air, and coastal targets (objectives).

285. The effective employment of missile weapons is achieved by having accurate data on the enemy's location, his course and speed, and the composition of his order [order] and the location of the ships within it; by selecting an advantageous position and method for controlling missile fire; by issuing target designation to fire-control posts in a timely manner and organizing the most efficient use of remote observation posts; and by reliably controlling missiles under conditions of radioelectronic warfare.

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* Translator's note: BIUS is also translated "combat information and control system." According to one unclassified source, it is one of a class of systems like the French Navy's SENIT.

Before delivering a missile strike, it is essential to take all measures to determine with maximum possible accuracy one's own position, the position of the target, and the direction to it and also to update data on the weather conditions and the radioelectronic and jamming situation.

It is advisable to deliver a single missile strike against transports and combatants which are lightly armed with antiaircraft weapons.

As a rule, a missile strike against combatants with powerful air defenses must be a grouped strike. The number of missiles in a salvo is determined by calculations, taking into account the nature of the target (objective) and its order [order].

When employing missile weapons, the commander of a ship must consider the position of his ships and attacking groups in order to preclude damage to them and unintentional interference.

286. In order to employ a ship's guns effectively, it is necessary to occupy the most advantageous position relative to the enemy, ensure timely issuance of target designation to fire-control radars and posts, precisely determine the target's course and speed, and correctly select the type of warhead and the fuse setting, the ranging method, and the method of destruction. One should always attempt to increase the effective rate of fire.

287. In independent actions, the selection of a target (objective) and the opening and shifting of fire are done by the commander of the ship. The fire controller has the right to cease fire when the assigned firing task is accomplished, when the enemy passes out of the arc of fire or out of firing range, and, in all other cases, upon the order of the commander of the ship.

The fire controller must correctly select the method of fire, making full use of the available technical means to ensure the best possible firing results.

The organization of fire control on the ship in emergency situations must be worked out and ensure the most effective employment of missiles and guns under such conditions.

288. The head of the missile (missile-gunnery, gunnery) department calculates the combat capabilities of missile and gun weapons, taking into consideration jamming by the enemy and unintentional interference; reports to the commander of the ship with proposals for employing weapons against surface, coastal, and air targets (objectives); computes the initial firing data; controls the missile and gun fire; and also maintains a count of missile and gun munition expenditure.

289. The mine-torpedo department is to employ torpedos, ASW weapons (ASW missiles, torpedos, and depth charges), mines, mine countermeasures weapons,

counter-swimmer weapons, self-propelled means of hydroacoustic suppression, and torpedo and mine countermeasures protection means and perform demolition work.

290. The effective employment of torpedos is achieved by occupying, in a timely manner, an advantageous firing position which ensures the most successful employment of torpedos; by precisely determining the course and speed of the enemy target and the range to it; and also by correctly selecting the required number and type of torpedos in a salvo, depending on the target of attack.

The commander of the ship selects the target, assigns the method for initiating the torpedo attack, determines the side from which torpedos are fired and the torpedo firing and travel modes [rezhimy strel'by i dvizheniya torped], and also makes decisions on firing with or without penetrating the enemy's defense.

291. The effective employment of ASW weapons is achieved by reliably classifying and maintaining contact with a detected enemy submarine and through the reliable control and integrated employment of missile, torpedo, and depth charge weapons in the shortest time possible under conditions of radioelectronic warfare.

292. In order to lay minefields against submarines, surface ships and small combatants are issued mines which have been preliminarily and partially readied in advance.

Watch stations are set near mines which have been taken on board ship. The final preparation of mines is done on board ship by the personnel of the mine-torpedo department and is carried out under the direct observation and supervision of the head of the mine-torpedo department. The time for beginning the final mine preparation is designated by the commander of the ship, based on the time of initiation of minelaying, the number of mine preparation teams, and the weather conditions.

293. The commander of the ship receives all instructions regarding the location (area) for laying mines and their preparation (their depth, the installation of special devices, and the spacing of mines) from the staff of the large unit. The commander of the ship is responsible for the precise correspondence of the actual location of the mines to the assigned location.

294. In order to protect a surface ship from torpedos, the following must be used: torpedo countermeasures protection means, rocket-propelled depth charge launchers, self-propelled means of hydroacoustic suppression, and paravanes to protect against homing torpedos [okhraniteli ot samonavodyashchikhsya torped], which are streamed upon a ship's exit from base and entry into enemy submarine threat areas.

295. The head of the mine-torpedo department reports to the commander of the ship with proposals for the combat employment of the department's weapons and means and directly supervises their preparation and employment.

296. **The communications department** is to ensure the ship's uninterrupted communications with the command and with cooperating ships and units, the receipt of orders, warnings, and navigation and hydrometeorological information, and the transmission of reports. The communications department must also ensure the ship's internal public-address communications. It is also responsible for organizing the protection of communications against radio reconnaissance, unintentional interference, and enemy jamming.

Prior to the initiation of battle, the head of the communications department must be especially concerned to ensure maximum communications security, and in battle his attention must be devoted to the timely receipt of combat control signals and the transmission of reports to the senior officer under any conditions.

Radio, space, and hydroacoustic communications means are used to transmit only with the permission of the commander of the ship.

297. **The engineering department** is to provide for a ship's maneuvers, the maintenance of its assigned speed, and the generation and distribution of all types of power, and on a submarine it is also to maintain the required submergence depth, control its buoyancy and trim, and maintain normal habitability conditions for the ship's crew.

The engineering department must ensure the following: an uninterrupted supply of various types of power to the ship's command posts and battle stations; its watertight integrity; the explosion proofness and fire safety of the ship; the operating integrity of technical means and systems for crew protection; the proper operation of degaussing gear, devices to compensate for other physical fields of the ship, and the water shielding system; and also the uninterrupted operation of internal ship communications (except for the public-address and special communications of departments).

298. The head of the engineering department is obliged to ensure that the ship maintains the speed assigned by the commander of the ship, and on a submarine he is obliged also to ensure that the assigned submergence depth and trim are maintained.

When a ship receives battle (or accidental) damage, the main task of the head of the engineering department is to directly supervise the actions of the entire ship's crew to maintain the ship's watertight integrity, to fight fires, and to deal with dangerous concentrations of gases (toxic agents) and he is also

to supervise the actions of the personnel of the engineering department in damage control of technical means.

299. The heads of departments must report all damage to the ship's hull, the entry of water into spaces, and fires affecting the control of the ship, its speed, and the employment of its weapons to the main command post of the ship as well as to the head of the engineering department.

It is incumbent upon all categories of ship department personnel to carry out orders from the head of the engineering department on matters of ensuring the ship's watertight integrity, explosion proofness, and fire safety and also on matters with regard to combating flooding and fires.

Damage control at the ship's battle stations and command posts is carried out by the personnel of these stations and posts under the supervision of subunit commanders, and on submarines it is also done under the supervision of compartment heads.

300. When eliminating damage, the head of the engineering department acts independently if the damage or accident and the measures taken to eliminate them do not affect the combat capability of the ship, and he reports to the commander of the ship on the measures taken.

In cases where the combat capability of the ship has been reduced, the head of the engineering department is obliged to report his proposals to the commander of the ship and receive permission to carry them out. If there is a danger of the ship being lost, the head of the engineering department acts independently, taking full responsibility for the consequences, and at the first opportunity reports to the commander of the ship on the measures taken.

The head of the engineering department may, with the permission of the commander of the ship, leave his command post and personally supervise damage control efforts if the situation requires it. In this case, the head of the engineering department is obliged to leave a deputy in charge at the command post of the department and ensure communications with the main command post and his own command post.

301. **When acting to maintain the ship's watertight integrity,** the head of the engineering department is obliged to take measures to equalize the ship's list and trim and to keep the ship in an upright position, not allowing the stability and reserve buoyancy to be reduced to dangerous levels or water to penetrate from flooded spaces into dry spaces.

302. **The aviation department** is to provide materiel and technical support to the aviation complex and technical servicing of flight vehicles based aboard ship.

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The head of the aviation department is obliged to keep in readiness the shipboard aviation equipment and the deck of the ship to ensure the takeoff and landing of shipboard aircraft and helicopters and the delivery of the necessary materiel, technical means, and weapons.

303. **The radiotechnical department** is to provide continuous visual and technical surveillance and monitoring of the air, surface, and underwater situation; ensure target designation for weapons control systems and radioelectronic warfare means; provide the main and alternate command posts and the navigation department with data for navigation, search, and reconnaissance; and carry out measures with regard to radioelectronic protection for the ship and reduction of its radar signature.

All reconnaissance and surveillance data must be brought together at the main command post, entered onto the appropriate plots (charts) of the situation in the BIP [combat information post] (or into the situation displays in the BIUS [combat information management system]) and immediately reported to the commander of the ship.

The BIP (or BIUS) is to graphically display and analyze the unfolding situation, keep a combat plot, make calculations for tactical and combat maneuvering and calculations for the use of radioelectronic warfare means, and support and monitor the safe operation and maneuvering of the ship.

304. In battle, the right to give orders to turn on radars which serve missile, gun, and torpedo weapons of surface ships belongs to the heads of the missile (missile-gunnery, gunnery) and mine-torpedo departments and also to the commanders of diviziony, turrets, and batteries for radars which specifically serve them.

305. **The chemical department** is to ensure the protection of the crew against radioactive and toxic agents; the habitability of submarines with regard to the air environment; radiation and safety when operating shipboard nuclear propulsion plants; and it is to provide aerosol (smoke) camouflage.

The head of the chemical department evaluates the effect of the radiation and chemical situation on the combat capability of the crew and prepares proposals on protection against radioactive and toxic agents and on the use of contamination prevention systems, protective gear, special decontamination treatment, and aerosol (smoke) camouflage. He also makes proposals on normalizing the radiation situation when it becomes worse on ships with nuclear propulsion plants.

306. **The medical department** is to ensure the maintenance of the crew's health and their combat capability; timely medical aid to the wounded, injured,

and sick; medical treatment for them and preparation of them for evacuation to medical aid stations at coastal and floating bases or to treatment facilities; and also ensure safe sanitary-epidemiological conditions aboard ship.

In battle, the medical department organizes and carries out the reception of the wounded, injured, and sick and triage of them and intraship transport; renders medical aid and personal decontamination treatment to those affected by toxic agents, radioactive agents, or bacterial (biological) agents; isolates persons who present a danger to others around them; and provides temporary accommodations and medical services for all the wounded, injured, and sick.

307. The removal of the wounded, injured, and sick from the ship's battle stations to medical aid posts is organized by the head of the medical department with the permission of the executive officer (first lieutenant).

The evacuation of the wounded, injured, and sick from the ship to medical aid stations at coastal and floating bases or to treatment facilities is done at the first opportunity.

The ship's first lieutenant (the executive officer) is directly responsible for the safe transfer of the wounded, injured, and sick from on board ship to a transport means (to a quay or pier).

308. When eliminating the aftereffects of the employment of weapons of mass destruction, in addition to rendering medical assistance to the wounded, injured, and sick, the medical department supervises the disinfection of the ship, the extermination of insects and rats, and the decontamination treatment of crew members affected by radioactive or toxic agents and by bacteriological (biological) agents and organizes the implementation of special measures for the crew's protection against bacteriological agents and also measures with regard to damage control and elimination of the aftereffects of damage to medical aid posts.

The medical department makes recommendations on the suitability for use of foodstuffs and water which have been subjected to contamination by radioactive or toxic agents or by bacteriological (biological) agents and sends samples for analysis.

309. The supply department is to provide the crew with food and supply the ship's subunits with equipment and materials according to a prescribed list.

When a ship is contaminated by radioactive or toxic agents or by bacteriological (biological) agents, the supply department, together with the chemical and medical departments, carries out chemical, radiological, and biological decontamination of contaminated foodstuffs, personal gear, and stores. Gear, materials, and foodstuffs which for some reason cannot be

decontaminated aboard ship must be destroyed (sunk with ballast) or delivered to base, depending on the situation.

310. When a battle is over, one of the most important tasks is to restore the combat capability of the ship and eliminate damage sustained in battle as rapidly and completely as possible.

In general, the restoration of the ship's combat capability includes: replacing losses in personnel; receiving and loading all types of weapons; replenishing stores of all types of materiel; repairing and preparing weapons and technical means, examining the hull and outboard equipment, and repairing any damage (docking, if necessary); checking the status of the ship's physical fields and bringing them up to prescribed norms; checking maneuvering components and adjusting instruments; and preparing other measures specific to the given type (subtype) of ship at base or at sea in support of the performance of subsequent tasks.